

The Hongkong Telegraph

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REUTER'S TELEGRAMS.

THE IRISH RAILWAY STRIKE.

MEN ADVISED TO RESUME.

London, June 4.
Mr. J. H. Thomas, Political Secretary of the Railwaymen's Union, has telegraphed requesting the Irish strikers at Dublin to resume work, pending a conference at Bristol on June 13.

Mr. Thomas states that his Executive met the Premier yesterday and decided to ask for special British and special Irish Trade Union Congresses to try and bridge the gulf between the Irish people and the Government.

Mr. Lloyd George, replying, regretted the attitude of the Irish railwaymen and stated that the Government could not tolerate any discrimination as regards various classes of goods. The Government was bound to take every necessary step to maintain order.

THE PREMIER SPEAKS OUT.

London, June 5.
The official report of Mr. Lloyd George's reply to the deputation of railwaymen headed by Mr. J. H. Thomas, in connection with the refusal of the Irish railwaymen to handle military munitions, shows that the Premier's statement was of a most emphatic description.

Mr. Lloyd George pointed out that Trades Unionism, now sought to influence political decisions not by the ordinary machinery of the State but by threats to disorganise the industries of the country. That was a serious issue which he took up at once. He would regard it as complete abdication of government if he were in the least to countenance that demand. The issue raised was similar to the recent issue in France, which ended so disastrously for the Trades Unions of France. That was why he regretted the action of the Trades Unionists in Ireland. The position there within a very short time was that there had been 43 murders of Police, while 120 attempted murders failed. Men were shot down whilst carrying out the elementary duty of preservation of order, yet when a box of revolvers was sent to these men to enable them to defend their lives, a Trade Union threatened to stop the whole traffic of Ireland, notwithstanding the fact that murderers with revolvers in their pockets were carried backwards and forwards on the railways. "We cannot have that," said Mr. Lloyd George, "whatever it costs, whatever it means."

The Premier said information showed that the railwaymen refused to work trains carrying troops, adding most emphatically that the Government could not possibly agree to action by any section discriminating against Government traffic, or accept any decree issued by any body, however powerful, denying to the Government essential facilities for carrying out its functions.

Mr. Lloyd George said he declined to believe that the National Union of Railwaymen would embark on a policy, which the Trade Union Congress absolutely refused to sanction in connection with another most important matter of public policy.

An Irish member of the deputation suggested that it would be possible to bring the Government and a section of the Irish people together through the Trade Union movement in Britain, and he hoped the National Union of Railwaymen would move in that direction.

Mr. Thomas recognised that to support the strikers in Ireland meant a declaration of war on the Government.

THE OIL PROBLEM.

NO CORNERING BY BRITAIN.

London, June 5.
Sir John Cadman, Director of the Petroleum Executive, lecturing on the British Empire's oil resources, dealt specifically with the question of Mesopotamia, which offered great possibilities for the prospect. Regarding the American impression of Britain's intention to attempt to corner the world's oil supply, Sir John Cadman pointed out that it was not Britain's policy to exclude foreign participation in British oil enterprises. Such a policy would be merely legitimate war-time measures. The British Empire was not only the greatest producer but was absorbing more than its own supply; consequently it was increasingly difficult to supply this and other countries and it therefore behooved Britain to find another source of supply for her demands.

ON VARIOUS FRONTS.

A REVIEW OF THE WEEK'S FIGHTING.

London, June 4.
The War Office in its weekly review of the military operations in Siberia says that the Japanese are conducting a converging movement from Castries Bay and down the Amur River against the Russians who are entrenched north of Lake Kizi. Seaplanes based at the Lake are reconnoitering the Russian positions.

In Mesopotamia raiding activity on the Upper Euphrates has largely ceased as a result of raiders' losses, but raiders on May 24 wrecked a goods train south of Mosul and Casu, causing thirteen casualties.

In Syria the French columns operating in the Tyre region against the Metwallis, who recently massacred seventy Christians, have swept the country as far as the southern boundary of the French territory. By an oversight a village in the British zone was bombed and occupied. The French Commander has undertaken that this shall not recur. Westward of the sources of the Jordan, the French column met with considerable opposition and had not reached its objective by May 25. Large numbers of refugees have fled into the British zone and refuse to return.

TO IMPROVE HOUSING.

LIMITATION OF DWELLINGS PER ACRE ADVOCATED.

London, June 5.
The Inter-Allied Housing Congress has adopted a resolution demanding a minimum standard of comfort in the home. With reference to Town Planning a resolution was adopted advocating a definite limitation of dwellings per acre not exceeding ten, and also the decentralisation of industries.

AMERICA AND THE LEAGUE.

London, June 5.
The United States, replying to the League of Nations' invitation send a representation to the Brussels Financial Conference, states that it is unable to appoint an official delegation but is sending unofficial representatives for the purpose of giving information on the financial and economic conditions of America and obtaining similar information from other countries.

REUTER'S TELEGRAMS.

GUILD SOCIALISM.

TO SOLVE THE HOUSING PROBLEM.

London, June 5.
The attempt to cope with the serious housing problem has resulted in a most interesting experiment being made in London and Manchester, in the application of Guild Socialism, which, it is believed, is destined to revolutionise completely industrial control. Under the system, a Trade Union ticket is a certificate of membership to the Guild, which is designed to mobilise the necessary labour and eventually to undertake all branches of the building industry, the supplying of skilled architects and engineers and the carrying on of all necessary desirable public and private work. The labour of the Guildsmen will no longer be a marketable commodity, but a Guildsmen will be "on the strength" for life. It is anticipated that the Guild will be able to increase the purchasing power of its members' pay by scientific organisation of production. Discussions have been proceeding with the Ministry of Health with reference to the percentage of cost allowable for management. This has now been settled on a basis of six per cent, in addition to a remuneration of £40 per house, payable by the local authority.

BIRTHDAY GREETINGS.

FELICITOUS MESSAGES INTERCHANGED.

London, June 6.
President Wilson telegraphed to H. M. the King birthday congratulations. He said: "I am confident that it auspiciously comes at the dawn of a new era in friendship and goodwill in which it will be the privilege of our kindred peoples to advance towards full achievement."

H. M. the King replied: "I most cordially echo the hope that in the struggle to create a better world for mankind, which is the first duty bequeathed to us by our glorious comradeship of the war, our two nations may be found indissolubly linked alike in effort and achievement."

LATE DR. MORRISON.

FUNERAL AT SIDMOUTH.

London, June 3.
The funeral of the late Dr. G. E. Morrison took place at Sidmouth. The service was conducted by the Vicar of Sidmouth, who paid a tribute to Dr. Morrison, especially for his enthusiastic support of foreign missions and the Church. The mourners included Mrs. Morrison and her three sons, the Chinese Minister to London, Sir John Jordan, Sir Richard Dade, Sir Ernest Satow, representatives of the Foreign Office and the Times and the High Commissioner for Australia. The floral tributes included a wreath of orchids from the President of the Chinese Republic, inscribed "In sorrow and gratitude."

RAILWAYMEN'S DEMANDS.

ONLY PARTIALLY GRANTED.

London, June 4.
The report of the National Wages Board on the claims of railwaymen for an increase of £1 a week grants advances in wages varying from 4s. to 8s. 6d. weekly for different grades in urban districts and from 2s. to 3s. 6d. in rural districts. These increases are in addition to an extra 2s. under the sliding scale arrangement. The men's claims in respect of overtime and Sunday and night duty were rejected. It should be noted that the sliding scale gives an automatic increase of one shilling weekly for every five points that the cost of living advances, according to the Board of Trade periodical returns.

THE LEAGUE COUNCIL.

TO DISCUSS PERSIAN SITUATION.

London, June 4.
It is officially announced that at the request of the Persian Government the Council of the League of Nations has been convoked in London on June 11 to discuss the situation created owing to the action of the Soviet forces in Persia. Prince Firouz has been appointed special representative of Persia to attend the Council.

Prince Firouz declared that the Shah arrived at Teheran on June 3, whereupon 300,000 participated in great popular demonstrations evidencing loyalty to the Shah and satisfaction with the Government.

WAR WEALTH TAX.

IDEA ABANDONED BY GOVERNMENT.

London, June 4.
It is understood that the Government has definitely decided to abandon the idea of a levy on war wealth. It is expected that Mr. Chamberlain will announce the decision on Monday.

SALE OF SHIPPING BOARD BOATS.

SOME OF THE CONDITIONS.

Washington, June 3.
The Merchant Marine Bill permits the sale of American ships to foreign buyers, if, after a diligent search, the Shipping Board is unable to dispose of them to Americans. It also requires 75 per cent. of stock companies engaged in coastwise trade to be American-owned, also stock companies engaged in foreign commerce. No time-limit is fixed for the disposal of the ships. American buyers will be given fifteen years and foreigners ten years to complete their payments. Foreigners are to pay five per cent. and Americans six per cent. interest to the Shipping Board. The price must equal the cost of production at the time of sale, less depreciation.

FORMER GERMAN SHIPS.

LEASED BY AMERICAN COMPANY.

New York, June 3.
The United Mail Steamship Company, which has leased thirteen ex-German passenger steamers for trans-oceanic service, will be entirely American. The passenger service begins in July from New York to Southampton, Cherbourg, Bremen and Danzig, and from Boston to Queenstown.

(Other Early and Special Telegrams on Page 2 and 3.)

TENNIS LEAGUE.

SATURDAY'S RESULTS.

The weather on Saturday was such as to permit a full Tennis League programme being played, and some surprising results were achieved.

"A" DIVISION.

H.K.C.C. BEAT RECREO.

This match was played at the Club de Recreo, when the visitors gained the verdict by the narrow margin of three games. The details were—

Humphreys and Humphreys beat Yvanovich and Lopes 6-5; beat Marques and Pinna 7-4; beat Prata and Sousa 7-4.

Penman and Miskin lost to Yvanovich and Lopes 3-8; beat Marques and Pinna 7-4; beat Prata and Sousa 9-2.

Forster and King lost to Yvanovich and Lopes 3-8; lost to Marques and Pinna 5-6; lost to Prata and Sousa 4-7.

C.R.C. v. GARRISON.

This was a very keenly-fought match. The Chinese were without M. K. Lo and Wong Po-kie, and they had to acknowledge defeat by the narrow margin of three games—48 to 51. The Garrison team is showing up well.

U.S.R.C. v. K.C.C.

Playing at home, the United Services Recreation Club had an easy victory over Kowloon Cricket Club, winning by 64 games to 35.

"B" DIVISION.

HONGKONG "B" v. WIGWAM.

Hongkong Cricket Club "B" were at home to the Wigwam players, when the visitors managed to secure the victory by the narrow margin of five games, after a very interesting match. The scores were—

Brand and Burrie, beat Dreyer and Mogensen 6-5; lost to Browne and Railton 0-11; lost to Hicks and Wheeler 3-8.

Grimble and Sewell beat Dreyer and Mogensen 7-4; beat Hicks and Wheeler 6-5; lost to Browne and Railton 3-8.

Battledowns and Dinsdale beat Dreyer and Mogensen 7-4; beat Browne and Railton 8-3; beat Hicks and Wheeler 7-4.

C.R.C. "B" v. CIVIL SERVICE.

Much interest was centred in this match, played on the C.R.C. ground, as neither team had sustained defeat. In view of the splendid form which the Civil Service has shown this season, they were strongly fancied, though few were prepared for such a runaway victory as they secured. They won by 65 games to 33.

CRAIGENOWER v. U.S.R.C. "B."

This match, played on the Craigenower ground, resulted in a walk-over for the home team, who won by 45 games to 72 against 27.

SUPREME COURT.

THE REGISTRAR'S REPORT.

The report of the Registrar of the Supreme Court for 1919 was issued on Saturday. There is nothing of a startling nature in the four pages it covers. In original jurisdiction there was a slight increase in the number of cases, 231 against 214 but fees collected showed a decrease of a few hundred dollars. Three actions "in Prize" were instituted in connection with the Tijmanock, Castlefield, and Malay Marn. There was also a slight increase in the number of summary jurisdiction cases. Criminal Sessions cases remained practically on a par. No leave to appeal to the Privy Council was allowed during the year. Probate was granted in 100 cases and letters of administration in 92. The value of the estates was just over four and a half million dollars as compared with over eight million in 1918. Duties, fees and Commissions were accordingly considerably less. 47 new companies were placed on the Register during the year and 14 struck off.

MY FIRST FLIGHT.

[BY A NEWSPAPERMAN.]

"A trip in one of Captain Ricou's planes is an experience well worth the outlay involved," is a view which I am certain will be endorsed by all those residents of the Colony who were initiated into the delights of an initial joyride through the air in the machines which were brought here from Macao for the exhibitions at Repulse Bay.

For many, the week-end flights were not the first they would make, for if my own feelings are any indication of those experienced by others, the end of the first trip, all too short as it was, has left us with the keen desire for participation in regular long-distance flights to some place or other outside the Colony.

Well, it will not be long before such an opportunity presents itself, for I understand Mr. F. J. Gellion, one of the officials of the Macao Aerial Transport Company, to say that the Hongkong-Macao service will be started in two or three weeks' time, and that arrangements have been made with the management of the Hongkong Hotel for the use of facilities at Repulse Bay and their system of communication from that locality to this part of the Island.

But to return to the object of the present article, which is to give a narrative of the experience of a landsman who has had his first opportunity of inhaling the cooling draughts of the upper atmosphere from his perch in an aeroplane. As one of a party of newspapermen, he availed himself of the courtesy of Captain Ricou in a trip in one of the seaplanes. This was an "aeromarine", of 100 H. P., a wonderfully steady machine, which, under the capable manipulation of the pilot, soared through the air in a manner which quickly put the passenger at his ease, and enabled him from his aerial perch to take in the various details of the beautiful scenery that was spread like a map far below.

If a passenger does not choose to wet his feet in going into the machine, he had the option of walking along a plank which served as a gangway to the machine. In the writer's case, this was superfluous, for a husky coolie came to his rescue. On this man's back, he was carried to and eventually deposited on one of the wings of the seaplane. This proceeding was perhaps not a dignified way of getting into a seaplane. It even raised a few laughs amongst the onlookers. Nevertheless it served its object, though few were prepared for such a runaway victory as they secured. They won by 65 games to 33.

The pilot, who was in the rear cockpit, then handed me a pair of goggles which though they proved to be an effective screen for the eyes, made no provision for the protection of the ears which were, as a result, exposed to the terrific din of the machinery when it was started. Along the water at a dizzy speed, the machine "taxied", and on account of the absence of wind, took some time before its float was drawn from the water. The motion of ascending was imperceptible, and were it not for the gradual decrease in the size of objects on the water, one would not have known that the machine was rapidly going up on a diagonal plane. With Repulse Bay and the Hotel at a far distance on our stern, the panorama of land and water to the south of the Island was unfolded like a map before the gaze of the passenger. Whilst over one of the placid channels intersecting the cluster of beautiful islets which lay in this vicinity my attention was drawn to a black dot resembling a launch threading a slow course on the water which reflected the bright hues of the skies, and I compared the vessel's size with a little island whose rounded top, though at some

A ROYAL VISIT.

HONGKONG TO HONOUR RUMANIAN PRINCE.

An opportunity to show the appreciation of the part played by the Rumanians in the War will be given to the residents of the Colony on the visit of the Crown Prince of Rumania.

Prince Carol is on board the s.s. Madras, en route for Japan, and will arrive in the Colony on the 10th or 11th of June.

The Royal visitor will be met by H. K. the Governor, accompanied by the representatives of H. M. Forces. A Guard of Honour will be formed by the 2nd Battalion, Wiltshire Regt., and it is anticipated that the Military Parade arranged for the 3rd of June, to celebrate the King's Birthday, will be held on this occasion.

The town Prince will not leave until the afternoon of the day following his arrival.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s. 4½d.

THE WEATHER.

Forecast:—Fine. Barometer—29.72. Temperature 2 p.m.—83 Humidity 2 p.m.—74.

DON'T FORGET.

TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

distance to the west, appeared to be only a few feet below us. This sight switched my mind on another train of thought. "Those ridiculous regulations which are now keeping us at a moderate height," I soliloquised, "will inevitably give way to the progress of aviation in the near future when the scenery that is now within my range to appreciate will be open to all others who may pass this way on their aerial trips from other ports."

In vain I tried to make out the fortifications that have been so much heard of. They were not in our way, but certain I was of my mark when in a fit of jubilation produced by my thoughts, and fancy transforming a little rock directly below us into a miniature Gibraltar, I potted at it with one of the pebbles I had provided myself with at the beach before setting out on the flight. The missile missed its mark, and I was preparing a second fusillade when the machine suddenly sunk beneath me, a preconcerted which, as it was totally unlooked for, drew from me a gasp. The next instant I realised that we were again gliding on the water at a speed which exceeded the achievement of any steamship. Repulse Bay was again before our line of vision and so ended a trip which, highly exhilarating as it was, left me with the determination of renewing its pleasures on another occasion.

As we came to a halt on the beach, another machine was leaving the water with a passenger in the person of His Excellency the Governor, who, if he derived the same degree of enjoyment that I did from my trip, would doubtless agree with me that our military regulations should be given a hurried funeral and, if necessary, in their place a Colonial Air Aviation Ordinance framed to suit local conditions be enacted.

A SUCCESSFUL WEEK-END.

The flights came to a conclusion yesterday, when an even greater number of passengers, including a good proportion of ladies and children, went up. The success of the flights has encouraged the management to give a further series of flights on the 10th and 11th of June.

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For all kinds of sexual diseases.
For all kinds of venereal diseases.
For all kinds of syphilis.
For all kinds of gonorrhea.
For all kinds of chancres.
For all kinds of warts.
For all kinds of moles.
For all kinds of freckles.
For all kinds of wrinkles.
For all kinds of scars.
For all kinds of burns.
For all kinds of cuts.
For all kinds of bruises.
For all kinds of sprains.
For all kinds of dislocations.
For all kinds of fractures.
For all kinds of amputations.
For all kinds of operations.
For all kinds of treatments.
For all kinds of remedies.
For all kinds of medicines.
For all kinds of instruments.
For all kinds of apparatus.
For all kinds of machines.
For all kinds of tools.
For all kinds of equipment.
For all kinds of supplies.
For all kinds of materials.
For all kinds of labor.
For all kinds of services.
For all kinds of goods.
For all kinds of money.
For all kinds of power.
For all kinds of knowledge.
For all kinds of wisdom.
For all kinds of love.
For all kinds of life.
For all kinds of death.

A HOUSEKEEPER IN SHANGHAI.

WHAT DOES IT COST TO LIVE?

Not for a long time has any court in Shanghai been engaged with a story of so much human interest as the action brought by Honigsberg and Co. against their former mechanic Mr. C. B. Jones, on which Judge Lobingier gave judgement yesterday, says the N. C. Daily News of May 26. From no conversation nowadays is the burning question of prices and salaries very distant, and while we in Shanghai are undoubtedly better off, not only in respect of prices but of ability to get what we want if we can pay for it, than other places, there can be no question that the general expenses of life have much increased in recent years. The moral to be drawn from the action in question is that no one is ever very much the better for going to law. Messrs. Honigsberg lose a useful servant, are put to the inconvenience of finding another and will not find much compensation in the thousand dollars awarded them, even supposing defendant has the money to pay. Mr. Jones meanwhile loses a post which was certainly better than nothing and is told by the Court that he must not look for another in the work that he has been trained to do. Possibly Mr. Jones is really the better off of the two, for it is open to doubt whether Messrs. Honigsberg will trouble themselves to enforce this part of the judgement. They would naturally ask that the clause in question in Mr. Jones's contract should be upheld. It is a clause that figures in the agreements of most men brought to China. But when it comes to hard and fast observance, the embargo is very seldom enforced and public opinion is not unnaturally against it.

On the burning question, what can a man live on in Shanghai, which brought forth some rather amusing evidence in hearing the learned Judge astutely, but rather unkindly, avoided committing himself. He was not satisfied that \$275 a month in San Francisco was better worth having than \$375 plus medical expenses in Shanghai, and he leaves us all to make what we can of that. The defendant gave him an opening by alleging fraud in Mr. Honigsberg's estimate of what life might cost in China. No evidence of fraud could be found in the evidence, nor does it appear in any way reasonable to think that Mr. Honigsberg meant to deceive defendant or was conscious of doing so. Few of us, if asked to give a broad idea of what living costs in this or that place, take into consideration anything beyond the expenses of board and bed. Clothes, boots, washing and the many necessities which must in reality come into the budget are overlooked. The comparison in Mr. Honigsberg's mind was probably between a boarding-house in Shanghai and a boarding-house in San Francisco. Later on, he seems to have thought the matter over again, as is shown by the voluntary addition of first fifty and then the twenty-five dollars to defendant's pay. It cannot be thought that Mr. Jones was treated ungenerously. On the other hand, defendant's contention illustrates the discrepancy that exists between legal damages and the average man's conception of the word. One hazards a guess that he got married on the strength of this agreement, knowing how far \$350 would go in San Francisco and imagining that it might go pretty well as far in China. And then on arriving, one can easily imagine how many needs of dissatisfaction would spring up about him; how tedious the day must have been for his young wife left alone in the boarding-house, in a strange town and mostly among strangers through the long working day; and how impossible he found it, in these days of scarce houses and high rents to make any better provision. It is, no doubt highly reprehensible to break a contract, but there are elements in the story on which one cannot but sympathize with defendant, especially as he offered to refund the expenses to which Honigsberg & Co. had been put in bringing him to Shanghai.

The personal equation enters, of course, too largely into matters of household economy for any hard and fast ruling. As Mallock put it "Sixty pounds may be too much for a curate, but too little for a cook." The caterism is not perhaps so much studied as it used to be, or we might recall that it has certain pertinent

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remarks which seem to bear on the question, about "that state of life into which it has pleased God to call me." But in this democratic age it appears to be a deadly sin to suggest that anyone has not an inborn right to be as good as anybody else. Broadly speaking, however, it is generally admitted that people do not come to the Far East to be no better off than in America or England; and there might be wide disagreement with Judge Lobingier's opinion that \$275 in San Francisco is less worth having than \$375 in Shanghai. Many people would hold that, if they had to be poor, they would sooner be poor at home than in China. "To do without" is less irksome in one's own

EARLIER TELEGRAMS.

TRADE WITH RUSSIA.

London, June 4.
It is understood that a special cabinet last evening discussed the policy with regard to M. Krassin. The situation is described as distinctly perplexing. To-day's meeting of the permanent committee of the Supreme Economic Council was postponed to Monday at the instance of the British Government, owing to the necessity for cabinet consultation. It is assumed that an unforeseen contingency has arisen. A Brussels paper learns that M. Krassin has deposited £1,000,000 in a large London Bank.

Washington, June 4.
The State Department has refused to grant passports enabling a Commission of the Chambers of Commerce of the United States to go to Russia to study the question of resumption of trade. Officials explain that despite the negotiations of M. Krassin and other countries the policy of the United States Government regarding trade with Russia is unchanged and will not necessarily be influenced even should Britain modify her attitude. It is not expected, however, that the State Department will oppose the proposed visit of the Commission to Europe to study resumption of trade with Russia.

THE BOLSHEVICS IN PERSIA.

London, June 4.
The Associated Press correspondent at Constantinople reports (June 2nd) that the Persian Legation learns that the Bolsheviks have entered Teheran.

Persian official sources inform Reuter that the reported Bolshevik occupation of Teheran is totally untrue. A telegram received in London to-day, dated yesterday, mentions no Bolshevik advance from the coast.

U. S. S. TENNESSEE.

New York, June 4.
The super-dreadnought Tennessee, said to be the largest battleship afloat, has been commissioned. She cost \$4,000,000, and is of 32,500 tons. She carries twelve fourteen inch guns. Special features are the "Fighting Brain," near the topmast, wherein all devices for observing enemy ships are concentrated, also the electrical control of speed, enabling quick change from top speed of twenty-one knots to almost imperceptible motion.

AMERICAN MERCHANT MARINE.

Washington, June 2.
At a joint conference in committee the Senate and House agreed to the Merchant Marine Bill, but the amount of fifty million dollars per annum assigned for the construction of new ships in the next five years was reduced by half.

THE ANGLO-JAPANESE ALLIANCE.

London, June 4.
Replying to a question Mr. Harmsworth states the question of the future of the Anglo-Japanese alliance is being considered, but the time for decision thereon has not yet arrived.

GASWORKERS TO STRIKE.

London, June 3.
The National Federation of Gasworkers has balloted as regards the question of a strike to enforce their demands for an increase of ten shillings per week. Ninety-six per cent. favoured a strike and one hundred thousand workers will be affected.

THE LEAGUE.

Paris, June 4.
A League of Nations Council has been called for 11 June.

(Continued on page 8.)

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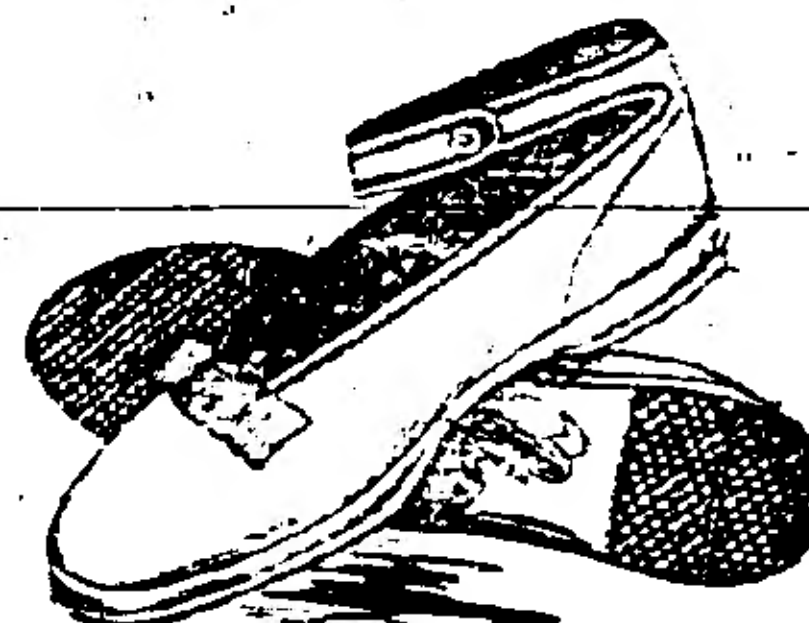
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EARLIER TELEGRAMS.

(Continued from page 2)

BIRTHDAY HONOURS.

The Prime Minister's list of Birthday Honours confers only one peerage, namely on Prince Albert, who becomes Duke of York, Earl of Inverness and Baron of Killarney. There are two new Privy Counsellors, namely Mr. S. Baldwin, Financial Secretary to the Treasury, and Mr. F. G. Kellaway, Parliamentary Secretary to the Ministry of Munitions. The Companions of the Bath include Mr. Herman Norman, British Minister at Teheran. The British Empire Order Grand Cross goes to Sir Thomas Robinson, recently Agent General for Queensland. The Knights are Mr. Howard Deville, Secretary of the Empire Parliamentary Association, Mr. James Elliot, Engineer Adviser to the New Zealand Government. New Baronets are Captain Ion Benn, M.P., Mr. Peter Makie, and Sir Reginald Wingate.

INTER-IMPERIAL COMMUNICATION.

London, June 4.
The "Times" states the Government has decided to carry out the resolution of the last Imperial Conference by immediately appointing an Imperial Shipping Committee, consisting of representatives of the Dominions and the Colonial and India Offices, Board of Trade and shipping interests, with a neutral chairman, to survey the whole question of Empire steamship communications, hear complaints of lack of facilities and suggestions for improving them, and devise a scheme whereby inter-imperial communication may be maintained most efficiently.

THE OAKS.

London, June 4.
The Oaks proved an interesting race, the result being in doubt to the end.
Valescure settled down in front of Roselet, Charlebelles and China. Rounding Tattenham corner Valescure was still leading, with Charlebelles second. Close to home China went to the front, but failed to resist the challenge of Charlebelles, who won an exciting race. Sby Princess was fourth.

THE PRINCE OF WALES.

Melbourne, June 3.
The Prince of Wales was presented with the badge of Chief of the Returned Soldiers' and Sailors' League of Australia. The President, presenting the badge, referred to the appreciation felt by the soldiers of the Commonwealth of the Prince's visits to the Australians in France.

A GERMAN DEMAND.

Zurich, June 3.
The German Government intends to demand 925,000,000 marks from France for damage during the French occupation of the Main district.

HUNGARIAN TREATY SIGNED.

Paris, June 4.
The Hungarian Peace Treaty was signed at the Grand Trianon at 4.30 this afternoon. M. Millerand presided, the assembly including the Ambassadors of Britain, Italy and Japan, also the Dominions representatives Sir C. H. Perley, Mr. Fisher, Mr. Blankenberg (South Africa) and Sir T. Mackenzie, all of whom signed the Treaty. Lord Derby signed for India as well as Britain. The ceremony lasted ten minutes.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

ROMANIAN CROWN PRINCE.

Singapore, June 5.
H. R. H. Prince Carol, Crown Prince of Rumania, continues his journey to Japan by the s.s. Madras leaving to-day.

DAYLIGHT SAVING IN SINGAPORE.

Singapore, June 5.
The Municipal Commissioners favour putting the clock ahead not less than twenty minutes and not more than half an hour.

LOCAL WEDDING.

DR. WOO—MISS CHOY.

At St. John's Cathedral on Saturday Dr. Arthur Wai Tak Woo was married to Miss Dorothy May Choy. The Rev. Archdeacon Barnett performed the ceremony, being assisted by the Rev. A. D. Stewart and the Rev. Lee Kau Yau. The bride, who was given away by her father, Mr. Choy Hing, was attired in a dress of silver brocade, not over white French crepe, and a veil of silk net trimmed with orange blossoms. She carried a beautiful bouquet of white roses and maidenhair fern, and was attended by the Misses Ivy and Pearl Sze-to as bridesmaids, and Miss Rose Choy as flower girl. The Misses Sze-to wore dresses of mauve and apricot crepe with rose bud trimmings, while Miss Choy was attired in a pretty dress of blue French crepe with roses. The bridegroom's sister, Miss Winnie Woo, was maid of honour, she being attired in a dress of pink French crepe trimmed with pearls and beads.

The groom had as his "best man" Dr. P. K. Liang, M.A., M.B., M.C.M. (Cambridge), F.R.S. (Edin.), M.C.R., who is the son of Mr. Liang Yu Ho, ex Minister of Foreign Affairs, Peking, and late Vice-Chancellor of Manchuria, and the groomsmen were Messrs. Wong Sik Lam and Wong Siu Poon.

Following the ceremony a reception was held at No. 5 Leong Fec Terrace. The honeymoon is being spent at Macao, the couple staying at the residence of Sir Robert Ho-tung which was kindly been placed at their disposal, and afterwards they will go to Japan.

The bride's going away dress was of gold floral crepe trimmed with pearls.

Following is a partial list of wedding presents:

Bridegroom to the bride—Pearl and ruby necklace.

Bride to the bridegroom—A set of diamond studs.

Bride's father to the bride—A pair of diamond bracelets and diamond earrings.

Bride's mother to the bride—Diamond ring and cheque.

Bride's father to the bridegroom—cheque.

Bridegroom's mother to the bride—A pair of bracelets.

Numerous valuable presents were received from friends and relatives, and practically all the prominent members of the Chinese community, including the Hon. Mr. Lau Chu Pak, the Hon. Mr. H. Fook, Sir Robert Ho-tung and the following: The Chinese Chamber of Commerce, Hongkong Commercial Association, the Committee of the Tung Wah Hospital, and the Leung Kow, the Directors of the Bank of Canton, the members of Chinese Club, and other Chinese firms of the Colony. Presents received from Canton included those from General Mok Wing Sun, the Military Governor of Kwangtung, and General Ngai Hong Ping, the Chief Commissioner of Police.

THE OBSERVATORY.

ANNUAL REPORT.

\$29,450.57 was spent on the Royal Observatory last year. This is an increase of \$3,422.33 compared with 1918. The annual report contains the usual interesting if stale statistics. The principal features of 1919 weather were—(a) large departures from normal from month to month in atmospheric pressure, temperature and wind; (b) a typhoon and squall on August 22, (c) heat waves in June, July and August. The mean temperature for the year was 72.2° against 71.5° for the past 36 years. The highest was 92.2° on August 1 against 91.6° for the past 36 years. The lowest was 39.4° in February. Total rainfall was 76,140 ins. as against 101,605 in 1918. The greatest fall of one day was 4,705 in July and, in one hour, 1,350 in October. There was no damage from typhoons during the year. The results of the weather forecast are in a sense surprising. For three years there has been no case of "total failure" while complete successes stand at 71%, exactly the same as in 1918.

HORSE BY AEROPLANE.

Santa Barbara, Cal., April 8.—A horse entered in a show arrived to-day by aeroplane from Los Angeles. The trip was delayed a day, until officers of the Humane Society had been convinced no cruelty was involved in the trip, which was made in a specially equipped aeroplane.

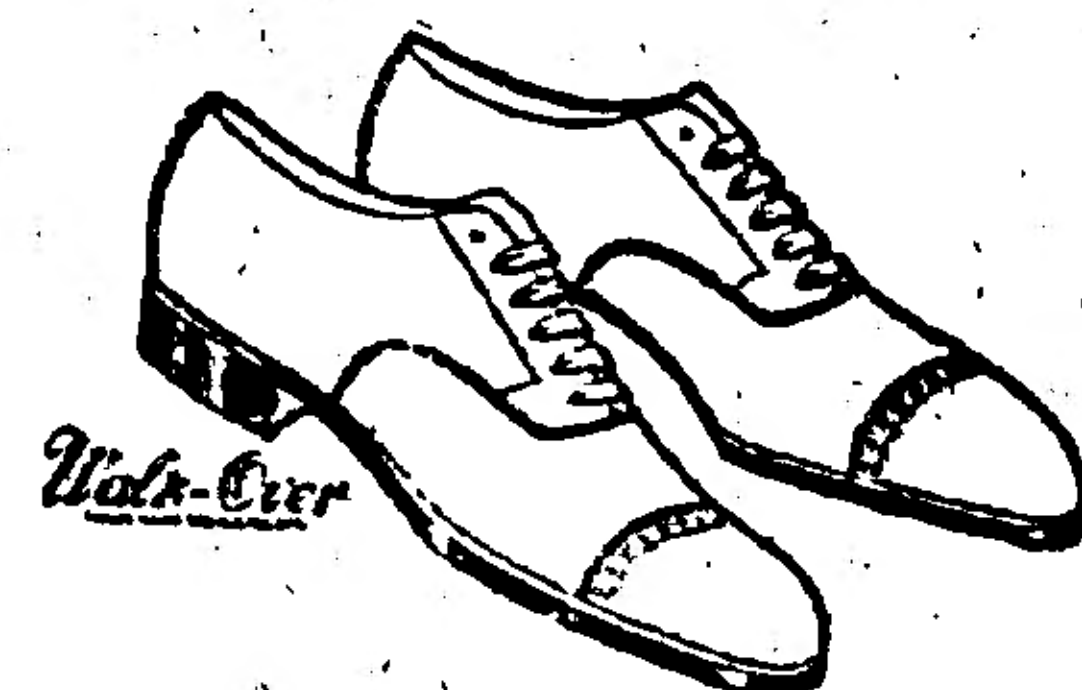
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DRIPED SUPER LEATHER

FOR SOLES, IS WATERPROOF
LIGHT AND FLEXIBLE.

MOSCATINE.

A few drops sprinkled on the hands or
any exposed part effectually prevents
the bites of Mosquitoes and Sand Flies.

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HEALTH against SICKNESS

By using our "ROSCOTER BRAND" MACARONI, PASTES, STARCHES, ETC., you will have no complaint of any kind of sickness, as all our products, being manufactured from flour of the Best Quality and under the most sanitary and STRENGTHENING conditions, are so easily digested and give you GOOD HEALTH.

Large quantities have been exported to various parts of the world.
Your esteemed orders will receive our prompt and careful attention.
Trade Mark: A rooster.

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Quality, ultimate Economy and Guaranteed Satisfaction. Try it to prove it.

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A NEW STOCK OF THE ABOVE IN
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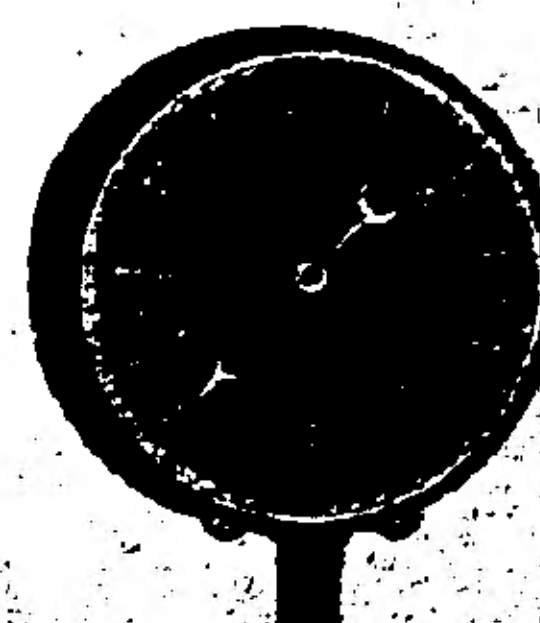
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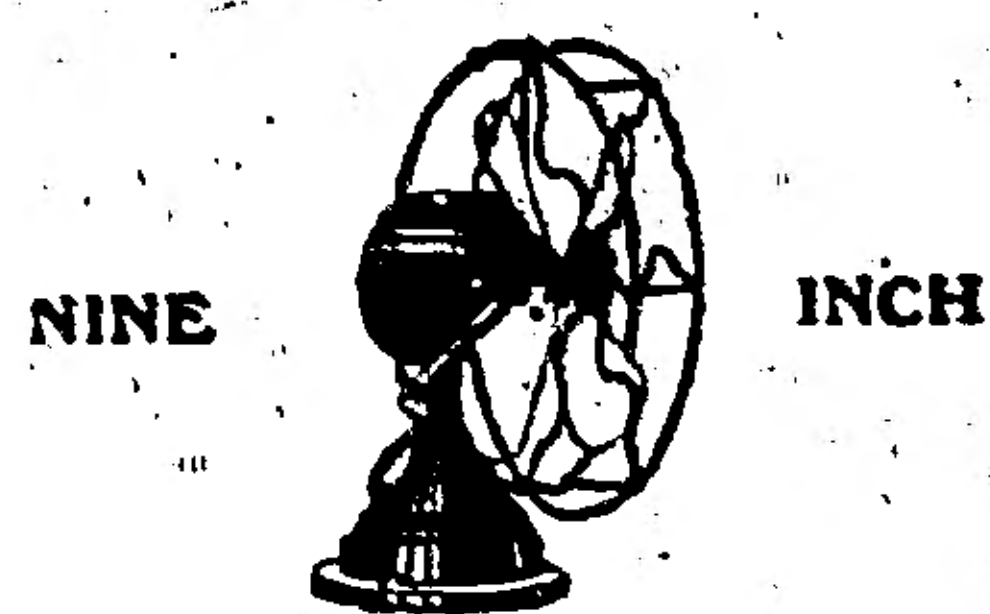


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Enough To COOL and not disturb your papers. Just right for reading or sleeping,—without injurious effects.



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CONSIGNEES

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP CO. LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO. LTD.

Consignees per Co's Steamer
"TALTHYBIUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 3rd June.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 9th June, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 23rd June, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 3rd June, 1920.

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OCEAN STEAMSHIP CO. LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO. LTD.

Consignees per Co's Steamer
"AGAPENOR"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 4th June.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 10th June, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 24th June, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 3rd June, 1920.

CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

From ANTWERP, MIDDLESBRO,
LONDON AND STRAITS.

The Steamship
"BENVORLICH"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 14th inst. or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

GIBB, LIVINGSTON & CO.
Agents.

Hongkong, 1st June, 1920.

CONSIGNEES

NOTICE TO CONSIGNEES

THE ROBERT DOLLAR CO.
The U.S.S.B.
S.S. "WEST HEPBURN"

having arrived from San Francisco and ports on June 6th, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited and stored at consignees risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Thursday, June 10, 1920, when they will be examined by Messrs. Carmichael & Clarke at 2.30 p.m. Thursday June 10th, 1920.

Claims will not be accepted unless cargo is so examined by said surveyors, prior to the above date.

All claims must be presented within a month of the steamer's arrival here, after which they will not be recognised.

No Claims will be admitted after the goods have left the Godowns.

All goods remaining after June 12th, 1920, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.,
Agents.

Hongkong, 7th June, 1920.

WATER RETURN

Level and Storage of water in Reservoir on May 1, 1920.
CITY AND HILL DISTRICT WATER WORKS LEVEL.

System	1919	1920
City	12.1	12.1
Hill	12.1	12.1
Waterworks	12.1	12.1
Water	12.1	12.1
Storage	12.1	12.1
Consumption	12.1	12.1
Estimated	12.1	12.1
Actual	12.1	12.1
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The Hongkong Telegraph

HONGKONG, MONDAY, JUNE 7, 1920.

OVERSEAS TRADE EXHIBITIONS.

It is some time ago now since we first heard of the idea of touring exhibitions of British manufactured goods and although there has been a fairly long silence on the matter we are glad to note that it is not to be one of those things which are allowed to remain purely in the suggestion stage. The thing is really coming off, and Hongkong is going to be visited within the next two years. We learn these facts from one of the latest Home journals to hand, the Department of Overseas Trade—a joint department of the Foreign Office and the Board of Trade—having the matter in hand. It is so far proposed that there shall be four such touring exhibitions, the first touring the British Dominions, and the others visiting the principal business cities or towns in South America, the Far East, and the United States.

The British Industries Fairs which were recently held simultaneously in London, Birmingham, and Glasgow were organised under the auspices of the Trade Department, but the proposed touring exhibitions will mark a distinct and novel departure from the usual type of stationary trade fairs. Useful as are the annual British Industries fairs for the purpose of bringing the range and excellence of British products before the notice of visiting buyers from abroad, the proposed tours will undoubtedly render far greater service to the British manufacturer who desires to expand his export business by taking samples of his wares direct to over-seas buyers in the latter's own town or country. An enterprise of this nature has not hitherto been carried out officially by any nation to develop its export trade, but the enormous practical value of such a scheme has been recognised by at least two foreign Governments, which are now contemplating the official adoption of a similar policy. It has been urged that at the present time a large number of manufacturers in the United Kingdom are already booked up with home trade orders which will absorb their output for many months, and that they are therefore unable to cater for export trade. It is, however, a short-sighted policy in these days to look neither around nor ahead, and a manufacturer who concentrates on producing for the home market to the exclusion of over-seas trade, while his foreign competitors are successfully establishing themselves in new markets abroad, will inevitably regret his apathy when the present abnormal manufacturing activity comes to an end. Regarding the exhibitions themselves, it is estimated that the display will be on view for about a fortnight in each city. The scheme will be self-supporting, and it is anticipated that on a basis of 500 exhibitors each tour will cost from £200 to £250 (excluding the cost of show and packing cases) per unit of space. Firms it is understood, may apply for a half-unit, or for one or more units, and there will be five different types for show-cases adapted to the varying requirements of particular trades. It is hoped that the three tours to foreign countries will be able to leave Great Britain during the last few months of this year. The Far Eastern tour will include in its itinerary some of the chief commercial centres in India, Siam, the Straits Settlements, Dutch East Indies, China and Japan, and possibly Egypt, the complete journey occupying about two years. In order to take full advantage of the great opportunities for increasing the volume of British business on the Continent of Europe, the official of the Department of Overseas Trade are also investigating the possibilities of establishing in connection with the Consular Commercial Secretary offices in certain of the principal capitals and cities, permanent exhibitions or showrooms fitted with "showcases" with a view to accommodating therein a series of trade exhibitions at intervals of one month.

Another interesting development in connection with the efforts of the Department of Overseas Trade to encourage British business abroad takes the form of a letter issued to our Trade Commissioners in various parts of the Empire, setting out their functions and instructing them to "take any suitable opportunity of visiting the principal commercial centres in your area and of establishing friendly relations with the commercial community." If this course is followed little should be heard in future regarding the old complaint by business men of the inefficiency of the British Consular system.

From the foregoing it will be seen that the authorities at Home are fully alive to the great possibilities of the times and are making every endeavour to gain for British manufacturers an over-seas trade that will, in its turn, spell prosperity for Britain. The complaint in the past has been that the trader has been left to look after himself and given no official assistance, but it has been realised that that attitude on the part of officials has had to pass. We in Hongkong have heard many complaints regarding the British Consular service but matters are obviously showing an improving tendency. Hongkong business men will have to prepare for the forthcoming exhibition and there should be great efforts made to secure the attendance of Chinese of Canton and Southern China. Quite a deal can be done in the way of organisation to make these exhibitions successful and we hope that the Hongkong Chamber of Commerce is well alive to the possibilities and taking steps to make them fruitful.

NOTES & COMMENTS.

HARD-WORKED POLICE.

So far as criminality is concerned, last year was a bad one locally. From the extracts published on Saturday out of the C.R.P.'s report it will have been seen that there were 2,093 more cases reported than in the previous twelve months, this representing an increase of no less than 24.77 per cent. In regard to serious offences, the increase was 958 cases, or 28.77 per cent. There were 31 murders (seven more than in 1918), 70 gang robberies, as against 43, and 18 cases of robbery with violence, as compared with five in the previous year. These figures give us some idea of what the Police had to contend with during last year, which was marked not only by a number of serious armed robberies, but also by the riotous and motor-bandit outrages. It is only when we come to sum up a whole year's happenings that we realise what a tremendous amount of activity the Police get through in the course of their duties. Apart from crime, there are a thousand and one things which call for attention at their hands—such matters as the examination of weights and measures, food and drugs prosecutions, traffic cases, the disposal of cases of deportees and vagrants, to name only a few. We venture to say that the work of the Police in Hongkong is heavier, more serious and oftentimes more intricate than that of most Police Forces, go where we may. We all of us like at times to criticise the Force for what we consider to be little shortcomings, but when we look at all that its members accomplish we must, if we wish to be fair, admit that we owe more to them than we are given to acknowledge. Taken as a whole, they are hard-worked, conscientious men. They deserve every possible reward for their labours; above all, a high standard of wages.

OUR BEGGARS.

Not the least difficult of Hongkong's problems is that of the mendicant. During last year, 32 of these individuals were dealt with by our Magistrates, whilst no fewer than 618 were packed off to Canton. Of these latter, 13 returned once and were sent away again, seven were given three trips to the neighbouring port, two passed through the Police hands four times, whilst one persistent individual came back five times. The proportion of those who returned to the Colony is not very high, admittedly, although a possibility that must not be lost sight of is that of the 593 who are recorded as having been sent away once, several may have come back and not been spotted by the Police. We are continually knocking up against familiar-faced beggars whom we miss for a few weeks and then see again making a nuisance of themselves in the streets. The whole trouble, of course, is the nearness of Canton, where most of these mendicants hail from, and from which they can easily return to our shores. It cannot be an easy matter to keep track of these wily birds. Failing some institution at which they could be forcibly detained and, where able-bodied, put to useful work, severe punishment than a few days in prison or the granting of a free passage to Canton, might act as a deterrent.

DUMPED BODIES.

At Home, the Government has of late been deeply concerned with the problem of "dumping"—in the political sense. Here in Hongkong, the authorities have for many years been faced with another form of "dumping"—the depositing of dead bodies (principally those of children) in the streets and on the hillsides. We are glad to record, however, that last year's total of such cases was lower than for three years past. In all, 580 such bodies were found, of which all but six were those of children. The total compares with 935 in 1918, and 798 in the year previous to that. There are various causes for this objectionable method of disposing of the dead—the escaping of funeral expenses, avoidance of prosecution for failing to register births, and, in cases where infectious diseases have caused deaths, an objection to sanitary inspection. It is, of course, for the poorer classes that these cases come. With further enlightenment and a recognition of their duties to the community, the evil will decrease as time goes on.

DAY BY DAY.

WISDOM WITHOUT HONESTY IS MERE CRAFT AND COINAGE.

We have received from an anonymous donor a batch of literature for the troops.

The Rev. J. G. Williams has been appointed Temporary officiating Presbyterian Chaplain to the troops in the Garrison.

Saturday's health return shows two cases of enteric and one of diphtheria. All were non-fatal, and all the sufferers Chinese.

Do not forget to book your seats for the Phyllis' performance in the Theatre Royal on Thursday evening. \$1.25 and \$1 at Moutrie's.

Notification has been received that the British Transport "Hunt-green" sailed from Vladivostok on the 1st June for Moji and Hongkong, carrying Rumanians.

H. M. T. Huntson arrived on Saturday afternoon from Weihaiwei with 730 Indian troops and 20 Indian officers of the 13th Infantry, who are passing through.

John Wood, who was received into the No. 2 Police Station last night in a helpless condition, resulting from over-indulgence in beer, was to-day fined \$3 by Mr. R. O. Hutchison.

Mrs. Harry Woods and the Misses Woods left Singapore yesterday for the S.S. Madras (the boat on which the Crown Prince of Rumania is travelling), being booked for Kobe. They have been engaged on private dancing tuition in Singapore.

A thief who was arrested in Temple Street after snatching a bangle from the wrist of an infant, which was being carried on its mother's back, was to-day sentenced to six months' hard labour and 12 strokes with the rattan after evidence had been produced to show that he attempted to stow away the ornament in the lining of his jacket by dropping it through a rent immediately below the collar.

The Misses Woods have received from Mr. William Baker, the Hon. Director of Dr. Barnardo's Homes, an acknowledgment of the sum collected in Hongkong, totalling £22 5s. 5d. Mr. Baker writes: "We note with much pleasure that this amount has been collected by your mother for the benefit of our children, and on behalf of our big family of 7,318 boys and girls, we heartily thank her and also the friends who so kindly contributed."

To "Spectator."—If what you have told us is the complete story and a faithful record of all the facts, then the European concerned deserves to suffer public obloquy for such a caddish trick; but until something further is forthcoming we hesitate to believe that any European riding in a ricksha would push a Chinese lady in the back so that she fell flat on the street, would see the ricksha pass over her legs and would then nonchalantly ride on, taking no heed.

Charlie Chaplin was featured last night before a crowded audience at the Coronet. It was in six-reels of laughs that he, Mabel Normand and Marie Dressler appeared. There were two other good pictures depicting the delights of a fish-catch and also a cartoon. The same programme is to be repeated to-night. A change of programme is announced for to-morrow, when "The Fortunes of Fifi," with Marguerite Clark in the leading role, will be presented.

Before Mr. N. L. Smith, at the Police Court this morning, a Chinese was charged by his sister with the theft of \$600 worth of property and jewellery. The woman said that her brother, who was in a destitute state, was taken into her house at Graham Street where he lived with her and her husband. The family happened to be out one day, the defendant stole the jewellery and decamped with it. He was two months later arrested in Canton. As the woman said that her husband did not wish to press the charge against his brother-in-law, the case was withdrawn.

CURRENT COIN.

(BY "MERCATOR")

There is nothing of importance to record in the business world this week. Conditions have not altered in the slightest since my last budget, and everywhere there is a feeling of watchful waiting. The passing of each week with no improvement in the outlook makes the position of many merchants in the Colony more precarious. There is genuine consternation among the rice merchants in the absence of any demand from any of the consuming countries, and this is hardly surprising as the rice of these merchants has been stored for a long time in the godowns, and, beside the fact that very high interest is being paid to Chinese banks for accommodation and the steady drop in prices with no apparent enquiry for the stuff, is a fear that, if stored much longer, the cargo of rice will be unsalable, as it will form weavils and change colour. I hear that already this fear has turned correct, and a large parcel of rice that was withheld from the local market has become useless for human consumption.

If anything, the financial crisis in Japan will give us cheaper silk. So great has been the drop in the silk market there that many merchants in Hongkong have refrained from entering into any new transactions, and have been waiting to see how low the rates would touch. Recently there has been a slight rally in the Japanese market, and in all probability we may not witness any further decline. The local silk merchants, who have been purchasing some \$20,000 to \$30,000 (each store) worth of silk goods from Japan, have since the last two months been entirely out of the Japanese market.

News of failures among Chinese merchants and dealers does not filter rapidly, but during the past month there has been sufficient to indicate that it is not all beer and skittles with our Chinese friends. One firm of dealers in gold pieces has just failed with liabilities amounting to a lakh of dollars. It is very common to see export and import firms—principally Chinese—setting up business as bullion dealers. Large quantities of these American twenty-dollar gold pieces are purchased and shipped to the Straits Settlements, from where they finally find their way to Calcutta, Bombay and Madras, where there are smuggled. A few months ago it seemed that the days of this smuggling of gold dollars into India were numbered, as a few large seizures were effected. The vigilance of the Police in these Indian ports took the shine out of the trade, and for sometime Singapore and Penang would not make any purchases in Hongkong. Those Chinese who have been buying largely in the United States in the hope of the demand from the Straits Settlements being maintained indefinitely came to grief, for in the absence of any enquiry from the centres that previously used to draw upon Hongkong for these gold coins, the price slumped considerably, involving serious losses. Since a month ago the rate has been going up steadily, and this is hardly surprising as the gold piece is worth its face value of twenty dollars gold, which converted into Mex. at to-day's rate of Exchange, explains the enhanced value.

Very few are now fretting as to the course Exchange will take, for we have all become resigned to the situation. Every one is holding tight to his savings, until the opportunity is favourable for their conversion into sterling or gold. The downward tendency of the dollar is hardly surprising with trade at such a standstill. The closer approximation of the price of silver at New York to the dollar has naturally resulted in a certain degree of caution among operators, because it may possibly indicate some arrest in the phenomenal fall of the past two months. A return to the American dollar quotation will bring the United States mint as a buyer. Assuming that 65,000,000 ounces per annum of American silver are thus acquired, the world production, less this amount, say, 135,000,000 ounces, plus very substantial amounts of melted coin from the Continent, would have to be absorbed by India and China alone, for Europe would be a very heavy seller. We know that the decline in silver has already been discussed in the

Senate, standing orders having been issued to the directors of mints to buy silver at one dollar per ounce up to \$70,000,000 ounces.

The fact that the stocks of silver bars and dollars at Shanghai has more than doubled since the beginning of the year demonstrates an unusually good provision of currency in China, and suggests that the demand from the interior of China has, for the present at any rate, abated. It is probable that additions to that stock are undesirable. The stocks in Shanghai on May 24th were 39,304,000 taels, 30,200,000 dollars, 1,334,000 taels in bars and silver, including Tls. 1,430,000 and dollars 20,620,000 in Chinese banks.

The retirement of Mr. T. White head from the London Management of the Chartered Bank of India, Australia and China would be a matter of regret to the branches in Hongkong, Shanghai and in India. Few bankers have had such a fine grip of the silver position, and it is principally due to his always correct forecasts of the possible trend of the silver market that the Bank had succeeded in making such good profits. The branches in Hongkong and Shanghai were instructed by him by cablegram, and his opinions in most cases proved very sound. Nine months ago Mr. Whitehead had forecasted, I believe, that silver prices would soar to a dizzy height, and he was not wrong.

There seems to be an ebb at present in the imports of flour from Shanghai. Last week I spoke of the way Shanghai flour was capturing the Hongkong flour market. Since that was written much water has flowed under the bridge, and it would seem that Shanghai cannot afford to be selling her flour indiscriminately. The visible supplies, I am told by the local merchants, of flour in Shanghai is not so large as before. A couple of weeks ago there was a strong enquiry for flour from Egypt, and Hongkong could not satisfy Egypt's demand for the quality that was required. I am told that all that business had been diverted to Shanghai, and the orders filled. It is strange that in the case of flour, as it has been on a few months past with metals of various descriptions, that the prices prevailing in Hongkong are much cheaper than those ruling to-day in America, of course, taking the American quality in account. American flour is flooding the Hongkong market, and the only reason why prices here are lower than in the United States is that while there rates have gone up for the different qualities, in Hongkong the merchant who has stocks of such quality flour is content to part with them at the customary margin of profit, realising that he does not do so, his competitor would do it.

In the case of metals it is not quite exactly so. Although stocks of metals and steel goods are nothing like as heavy as the stocks of flour in the Colony, it is extremely difficult to sell even small parcels. Many factors explain for this. Money is very tight, the Chinese banks giving at present very little facilities to small merchants. Then, there is the financial panic in Japan which has frightened all consumers, and made them assume an attitude of watchful waiting. In the absence of any enquiry, and the Chinese consumer feeling shy to operate, any business that passes hands now is for urgent and immediate necessity. That is a fact which is worth nothing, as a lot of loose talk is being indulged that stocks of all kinds of metals in Hongkong are extremely small. Stocks are sufficient for two months, except in the case of certain size steel and iron goods which manufacturers are not turning out. What is wanted is some life infused into the market by Chinese buying.

STEEPLEJACK'S ESCAPE.

A well-known steeplejack, Mr. C. L. Agar, had a narrow escape from death at Aldershot recently. New cable wires were being fixed to a flagstaff, 100ft. high, on Miss Daniell's Soldiers' Home, and Agar had been drawn to the top of the pole in a cradle by his assistants when the rope snapped. The steeplejack's life was only saved by his snatching at the support cable, down which he slid. His hands were badly cut, and he had a severe shaking.

TO-DAY'S MISCELLANY.

It looks very much as if New York State will soon be permitted the manufacture and sale of beer containing 2.75 per cent. of alcohol. This would surely be a bad blow for the prohibitionists. Good British beer should contain about 4 per cent. of alcohol, and there is no doubt that one could get intoxicated on 2.75. Liquors consumed in this country vary, of course, enormously in the amount of alcohol they contain. Hock in the weakest wine, with about 8 to 9 per cent., and port the strongest, with about 16 to 17. Gin is at the bottom of the spirit list, with 19 to 21 per cent., while brandy not broken down has 23 to 24 per cent. of alcohol. It is always the quantity partaken of that matters, and trouble might easily lurk in beer with 2.75 per cent. of alcohol.

The recently formed National Union of Scientific Workers is about to press Mr. Chamberlain for allowances in respect of income tax assessment of scientists similar to those allowed to manual workers under the healing of tools and expenses incidental to their occupation. The union claims that in the case of scientific workers there should be abatements allowed for the cost of their chemical, instruments and books, as well as subscriptions to scientific societies and scientific libraries, and the rent and upkeep of laboratories. It is an interesting case for this claim to relief, for the expenses of scientists on things of this kind are heavy and necessary in the pursuit of their occupation; but if the Chancellor admits their plea he will find himself faced by many others.

In the 17th century Turkey was dominant over two million square miles of Asia, Africa, and Europe, her territory in the latter continent reaching west to the gates of Vienna. Early last century Greece regained her independence, and later Serbia, Rumania, Bulgaria, and Montenegro. Now all his dominions in Africa and huge portions of Asia have been wrested from the Turk, and when the Treaty prepared at San Remo is made effective, the Turkish Power in Europe will have dwindled to little more than 1,000 square miles. All European Turkey could now be accommodated comfortably between the Land's End and the Tamar, Cornwall alone exceeding its total area. And but for its alliance with Germany, Turkey could have been assured of retaining at least 60,000 square miles of the Eastern Balkans.

The boom in things Chinese and Japanese shows no symptom of abating, says a Home writer. I suppose the secret of it is the pretty general feeling that we have made such a mess of it in the West that the East may afford some relief. At the worst, it will be a different kind of mess. The latest illustration of the popular trend is in the play which Mr. Lio is producing in the autumn, "The Emperor's Way." The author is Captain Craumer Byng, of "The Lotus of Jade" and "The Feast of Lanterns" fame. With Mr. Lio in the chief part, success should be assured. If the public want to see Chinese men, they will see nowhere so subtle and sympathetic an interpretation of them as "The Chinese Puzzle" showed that. I understand the actress who is to play the heroine has also been chosen; but her name is for the present discreetly withheld.

Lady Eden's reported decision to join the many women of all ages and classes who are flocking to the film studios has brought reminders of the famous Whistler portrait. With the more or less squallid details of the actual controversy between Whistler and Sir William Eden it is not necessary to concern ourselves now, but there is a perennial interest in the point of view for which Whistler contended, and it might be curious to know whether any of our later artistic "rebels" have developed it. It rated simply on the conviction that no purchaser of a work of art from the original creator "earned" the right to possess it and to deal with it as he chose, merely by paying for it. "How can an artist," Whistler demanded, "divest himself of his property in a painting, a work of art, and yet expect all his genius, all his personality, to be his?"

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DAY BY DAY.

The case in which a Chinese was charged with the theft of 3000 guilders from a Chinese passenger on board the Dutch steamer Tjipanas was to have been heard before Mr. R.O. Hutchison this morning. The theft was committed outside Gap Rock which marks the limit of the territorial waters of the Colony, but as the money was taken back from the alleged thief by the Chief Officer just before the vessel passed this mark, the Police were not optimistic of a successful prosecution of the case.

As we reported in our issue of Saturday, five new passenger boats have been allocated to the Pacific Mail Steamship Company by the United States Shipping Board for operation on the San Francisco-Hongkong run. The local Agency has received a cable to this effect. The names of the vessels are not yet given, but it is announced they are of the 535 feet type. With these steamers it is expected that a fortnightly schedule will be maintained. The Colombia, Ecuador and Venezuela will then be transferred to the South American run. The new service will probably start in December.

ST-JOSEPH'S COLLEGE ASSOCIATION.

REPORT OF THE COMMITTEE.

The above report, to be presented at the fifth ordinary meeting of members, to be held at the College on Thursday, 10th June, states:—

The Committee beg to submit to the members their report and the annexed statement of accounts for the past three years. As the result of a severe earthquake shock on the 13th February, 1919, the old College building had to be demolished and no meetings of the Association were held in 1918 and 1919. The Rev. Bro. Director was fortunate in being able to secure the former Club Germania which was however too small for the needs of the Staff and the increased number of pupils. Nine new class rooms are now in course of erection and Bro. Aymar has very kindly offered the use of a room for our meetings.

Memberships.—The membership now totals one hundred and twenty-eight, ten of whom are honorary members.

Accounts.—From the annexed statement of accounts, it will be seen that there is a net credit balance of \$764.58 being \$252.47 more than the amount brought forward on the 1st January, 1917.

Committee.—The following gentlemen were elected at the fourth ordinary meeting held on the 12th February, 1917:—Mr. H. Dixon (President), Mr. F. E. Carralho (Vice-President), Mr. J. P. Braga (Hon. Secretary), Mr. J. P. Xavier (Hon. Treasurer), Messrs. M. Fernandez, E. J. Noronha, J. M. Noronha, J. C. V. Ribeiro, J. M. Rocha, and G. A. Yanovich, Jr. Pursuant to Rule 5 (iii) of the Association, the Committee now retire, and having already served for several years, they hope that some of the younger members would join the Committee.

Scholarships.—Two annual scholarships of \$15 each known as Bro. Peters' Memorial Scholarship, and four of \$9 each known as the Old Boys' Scholarships, were presented by the Association.

Athletic Meetings.—The Committee were invited by the Rev. Bro. Director to take charge of the arrangements for the Annual Athletic Meetings of the College which were held at the Race Course, by kind permission of the Hongkong Jockey Club. Members of the Association were "At Home" on these occasions to parents of scholars and friends of the College, and the Association presented at each meeting a miniature of the Challenge Cup given by the members in 1915 for competition in the Senior Division.

Empire Day.—Special prizes were offered by the Association for the Empire Day essay competition held annually and addresses on the Empire Movement were delivered in the class-room by the various teachers.

"At Home"—It has been decided to hold an "At Home" at the College this year on the 10th June, at 7 p.m. instead of the usual annual dinner. Members and their friends are cordially invited and Bro. Aymar would be glad of the opportunity to meet all old pupils especially those whom he has not seen for some time.

NOTICES.

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IMPORTANT RECOMMENDATIONS.

It will be remembered that in the Government Gazette of January 7 last the Hon. Mr. E. R. Hallifax, Commander Basil Taylor, Lieut. Commander P. V. Kilgour, Mr. C. H. P. Hay, Captain T. Arthur and Mr. Chan Cheuk-ling, were appointed a Committee by His Excellency the Governor to consider and report upon the question of making provision for the protection of life and property in the Harbour during typhoon weather. That Committee has now issued its report and we have been favoured with a copy from the office of the Colonial Secretary.

The report is a lengthy one and it is not possible for us to reprint it in *extenso*. There were five main suggestions dealt with, the first of these being the provision of life boats easily handled but not adapted for towing. On this the Committee resolved to make no recommendation as it was thought that there was no work within their scope that could not equally well be carried out by tugs and launches provided with life lines. Captain Basil Taylor dissented from this view, believing there was ample justification for the provision of such boats.

The provision of tugs and launches for towing and life-saving was considered to be a matter of urgency. It was resolved to recommend that the Government should ultimately provide at least two tugs of about 100 feet in length and 500 to 750 H.P. whose first duty should be the protection of life and property in typhoon weather. In addition, that the Naval Authorities and other owners of suitable tugs be approached to permit them to assist as soon as they could be spared from their own proper duties; the provision of at least two Government tugs being essential as no others are likely to be available for outside work for

some little time after the necessity has arisen.

On this matter there were lengthy observations as to how the Government launches could be employed in other than typhoon weather. The Committee did not consider that Chinese launches and others not under Government control should be subjected to any special regulations, but should be left free to act as at present.

The provision of adequate typhoon shelters was also considered and it was resolved to recommend the sub-division of the Yaumatei Shelter into three sections. "As it stands at present it is wide enough for quite a serious sea, and offers no opportunity for smaller boats to be interlocked, as they are unable to fill any one section of the shelter. The division would break the sea, and would give the small boats the opportunity they require. We find opinion on the necessity of sub-dividing the shelter very strongly held among the floating population in the Harbour. They anticipate that a really serious typhoon will occasion much damage among the craft that take shelter in Yaumatei, unless this alteration is carried out. It was unanimously resolved to recommend the provision of a second shelter in Belcher's Bay (on the lines of the scheme already suggested to the Government by Captain Taylor) to provide a refuge for craft unable to make head against an easterly wind. Failing a tow (probably at very high rates if available at all) such craft have little to hope for as the record of wrecks at the West end of the Harbour shows."

On the question of providing sufficient typhoon signals the Committee recommends that, in view of the number of ships that take refuge in Junk Bay, full typhoon signals should be repeated from some point visible from the whole of the Bay; and the Battery on the Southern side of the Lyemun Pass is suggested as a suitable position.

The appointment of a Permanent Board to deal with executive details and such questions as will from time to time arise is recommended by the Committee. The Board suggest that it should comprise only the Harbour Master, a Naval member and a third civil member.

NOTICES.

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TUNG WA HOSPITAL.

COMMITTEE RECEIVED AT
GOVERNMENT HOUSE

At noon to-day His Excellency the Governor received at Government House the retiring and new members of the Committee of the Tung Wah Hospital.

Mr. Ho Kwong, who is Chairman of the retiring Committee, made the following remarks:—

Your Excellency.—We interpret the honour of this annual interview as a mark of the Government's appreciation of the work done by the Tung Wah Hospital in the general interests of the Colony, through the special interests of the Chinese side of the community. The community is proud of the Hospital as a charitable institution dealing with almost every kind of charity, and of its clean record throughout the 50 years of its existence and we count it an honour to take our share of the work, sometimes hard work, which falls every year to the lot of the Committee. Your Excellency will have seen the record of last year's activities and we earnestly hope that it has your approval, and that the new Committee will have your sympathetic assistance in carrying on the routine along the old lines and in meeting any emergency that may arise. Throughout its existence the Hospital has been able to count with confidence on the cordial co-operation of the Government Departments with which it has to deal; and this established tradition justifies the confidence that the Tung Wah Hospital will always do its best in the interests of the Government. We hope that your Excellency will be able to find time shortly to make a personal inspection of our premises and to give us the benefit of your advice. We would ask for this especially in connection with the scheme for the Anniversary Memorial, which we are anxious should take a form worthy of the 50 years' traditions of the Tung Wah Hospital. The retiring Committee beg leave to thank your Excellency for this opportunity of submitting their report and of introducing the members of the Committee to your notice.

DAY BY DAY.

In a delirium produced whilst suffering from spinal meningitis, a Chinese who lived at No. 123, Des Vœux Road West yesterday jumped from the verandah into the street. The fall resulted in a fracture of his skull, and he was removed to the Government Civil Hospital, where he died half an hour after his admission.

The *Manda Bulletin* says:—Capt. George Anderson, formerly of the coast guard service here, and now with the Pacific Mail Steamship Company, arrived in Manila on the liner Ecuador. Mrs. Anderson accompanied him. They will proceed to Hongkong on the Ecuador. In Hongkong, Capt. Anderson will assume charge of his Company's feeder service as Marine Superintendent. He will remain in Hongkong until the new Pacific Mail pier is completed here and the headquarters of the feeder service removed to Manila. Capt. H. S. Bauer, formerly chief mate of the liner Venezuela, another arrival on the Ecuador, will be placed in command of the feeder ships on his arrival in Hongkong.

His Excellency, in a short speech, thanked the Committee for their work in connection with the Hospital last year, and in particular for the free distribution of congee.

FIFTIETH ANNIVERSARY.—At a meeting of the Tung Wah Hospital Committee yesterday held to discuss the celebration of the fiftieth anniversary of the Hospital, it was decided to build an extension to the Hospital in commemoration of the event. Among the other resolutions that were passed was one to have the names of the original founders of the Tung Wah Hospital inscribed in the Hall, and another to have the names of all the Tung Wah Hospital Committee for fifty years, together with the names of the members of the Advisory Board during the half-century, inscribed on a memorial tablet. A Committee was appointed to raise subscriptions.

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FROM	DATE	TO
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Monteagle	June 8	July 2
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 10
Empress of Asia	July 29	Aug. 16
Monteagle	Aug. 12	Sept. 5
Empress of Russia	Aug. 25	Sept. 13
Empress of Japan	Sept. 14	Oct. 3
Empress of Asia	Sept. 23	Oct. 11
Monteagle	Oct. 21	Nov. 8
Empress of Russia	Oct. 28	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 16	Jan. 3

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Steamer	Tons	Leave Hongkong
SHIRAKAWA MARU	20,110	11th June, from Yokohama.
SHIRAKAWA MARU	22,000	11th June.
PERIA MARU	2,000	5th July.
KOREA MARU	20,000	11th July.
TOYO MARU	21,000	11th Aug.

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 BALBOA, CALLAO, ARICA AND IQUIQUE.

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Steamer	Tons	Leave Hongkong
KIYO MARU	11,700	11th July.
AYO MARU	12,100	25th Sept.
SEIYO MARU	11,000	9th Nov.

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"GRACE DOLLAR"	AUG. 3RD.
"MELVILLE DOLLAR"	SEPT. 17TH.
"HAROLD DOLLAR"	OCT. 9TH.

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SAN FRANCISCO.

U.S.S.B.

STEAMERS.	SAILING DATE
"WEST HARTS"	JULY 1ST.
"HICHO"	JULY 10TH.
"WEST IRA"	JULY 15TH.

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Chicago M. O. S. K.	June 8
West Jena ... S. & D.	June 9
Telemachus ... B. L.	June 10
Slavic Prince S. T. Co.	June 10
Borneo M. D. & Co.	June 10
Kitano M. N. Y. K.	June 11
Korea M. T. K. K.	June 14
Mitsuki M. O. S. K.	June 14
Glymont ... R. D. Co.	June 14
Crosskeys ... A. L.	June 15
Fushimi M. N. Y. K.	June 15
Montague ... A. L.	June 15
Van Weerwyck J. C. J. L.	June 15
Tsushima M. N. Y. K.	June 15
Tanaka M. O. S. K.	June 16
Toyooka M. N. Y. K.	June 16
Havre M. O. S. K.	June 16
Shinyo M. T. K. K.	June 17
West Hinton ... L. A. Co.	June 17
Siberia M. T. K. K.	June 18
Nile ... C. M. Co.	June 19
Paria ... D. & Co.	June 19
Maquan ... F. W. Co.	June 20
Tanaka M. N. Y. K.	June 21
Iconium ... A. L.	June 22
Waban ... A. L.	June 23
Tango M. N. Y. K.	June 23
Inaba M. N. Y. K.	June 25
Amazon M. O. S. K.	June 26
Africa M. O. S. K.	June 28
Wytheville ... A. L.	June 29
Tajima M. N. Y. K.	June 30
Saigon M. O. S. K.	June 30
Kawachi M. N. Y. K.	July 1
Cadaretta ... R. D. Co.	July 1
Katori M. N. Y. K.	July 1
Seattle M. O. S. K.	July 4
Deucalion ... B. L.	July 5
Paria M. T. K. K.	July 5
Tokiwa M. N. Y. K.	July 8
Abercrombie ... A. L.	July 9
Higho ... R. D. Co.	July 10
West Ira ... R. D. Co.	July 10
Himalaya M. O. S. K.	July 11
Perana ... D. & Co.	July 11
Himalaya M. O. S. K.	July 11
West Montaji L. A. Co.	July 17
Nikko M. N. Y. K.	July 21
China ... C. M. Co.	July 22
West Iran ... F. W. Co.	July 25
Lowther C. D. & Co.	Aug. 3
Mexico M. O. S. K.	Aug. 3
Graced ... R. D. Co.	Aug. 11
Tenyo M. T. K. K.	Aug. 11
West Hika ... L. A. Co.	Aug. 12

JAPAN, COAST PORTS, ETC.

A. Apar ... P. & O.	June 7
Hopsang ... J. M. Co.	June 8
Chipsang ... J. M. Co.	June 8
Haihong ... D. L. Co.	June 8
Chengto ... B. & S.	June 8
Shantung ... B. & S.	June 8
Ningpo ... B. & S.	June 8
Choyssang ... J. M. Co.	June 9
Laisang ... J. M. Co.	June 9
Shisen M. O. S. K.	June 9
Shinyo M. N. Y. K.	June 10
Bombay M. N. Y. K.	June 10
Sinkiang ... B. & S.	June 10
Fooksang ... J. M. Co.	June 10
Samarang M. D. & Co.	June 10
Loksang ... J. M. Co.	June 10
Haiching ... D. L. Co.	June 11
Yuensang ... J. M. Co.	June 11
Taian M. N. Y. K.	June 12
Yingchow ... B. & S.	June 12
Tibodas ... J. C. J. L.	June 13
Shisen M. O. S. K.	June 14
Hailoong ... D. L. Co.	June 15
Penang M. N. Y. K.	June 16
Sosnu M. O. S. K.	June 17
Iyo M. N. Y. K.	June 18
Kosoku M. O. S. K.	June 20
Thimauok ... J. C. J. L.	June 21
Nikko M. N. Y. K.	June 25
Malacca M. N. Y. K.	June 25
Ganges M. O. S. K.	June 29

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S.S. WEST MONTOP	July 10	S.S. WEST MONTOP	July 12
S.S. WEST HIKI	Aug. 10	S.S. WEST HIKI	Aug. 12

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JAPAN	5,000	12 June, 1 p.m.	Calcutta via Singapore, Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	21st July	Melbourne via Sandakan, Thredaville, Cairns, Townsville, Brisbane and Sydney.
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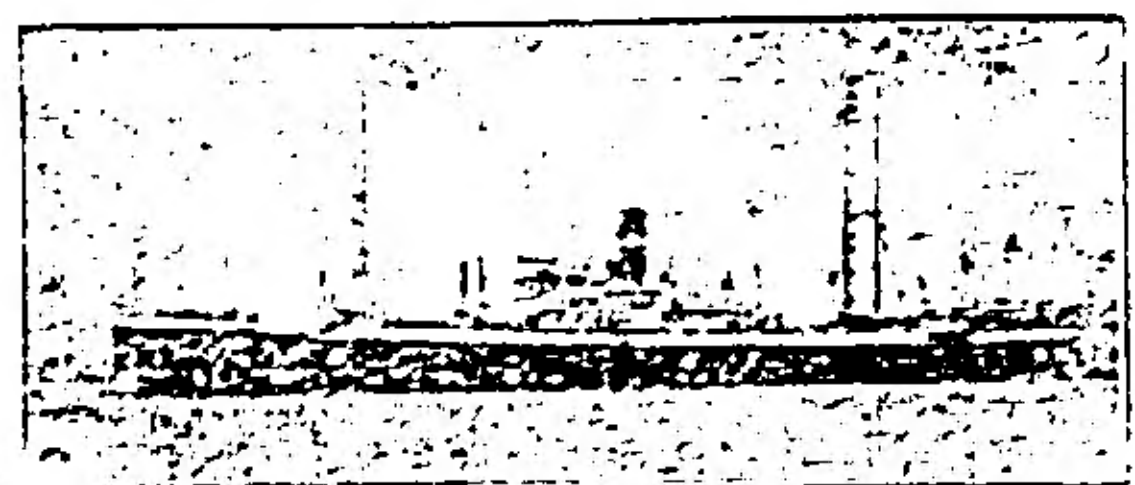
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SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHANGHAI	Hopsang	Tues., 8th June at d'light.
TIENTSIN	Chipsang	Tues., 8th June at d'light.
SHANGHAI via Swatow	Choyssang	Wed., 9th June at d'light.
STRAITS & Calcutta	Lalsang	Wed., 9th June at 3 p.m.
SHANGHAI	Loksang	Thurs., 10th June at d'light.
KOBE	Fooksang	Thurs., 10th June at 5 p.m.
MANILA	Loongsang	Fri., 11th June at 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometime calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.**MANILA LINE**—A weekly service is maintained with Manila by vessels with good passengers accommodation, sailings from both ports every Friday.**HAIPHONG LINE**—Sailings approximately weekly for passenger, and cargo, calling at Haiphong when inducement offers.**BORNEO LINE**—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datin.

TIENTSIN LINE—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.**CALCUTTA LINE.**s.s. "LAISANG" will be despatched on or about 9th June, for **SINGAPORE, PENANG via AMOY.**Through Bills of Lading issued to **RANGOON, PORT SWETTENHAM, MADRAS & CALCUTTA.**

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.
General Managers.

Telephone No. 215.

C. N. C.**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
AMOY, SHAI & PUKOW	Shantung	8th June at 10 a.m.
SWATOW & BANGKOK	Chenglu	8th June at 11 a.m.
MANILA	Nagpo	8th June at 4 p.m.
SHANGHAI & TSINGTAO	Yingchow	12th June at 4 p.m.
AMOY, SHAI & PUKOW	Ichang	15th June at 3 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.**BANGKOK LINE**—Weekly service to and from B'kok via S'row. For Freight or Passage apply to**BUTTERFIELD & SWIRE.**
Agents.

Telephone No. 35.

Hongkong, June 7, 1920.

DOUGLAS STEAMSHIP CO., LD**HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light & Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOH AND RETURN (Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haihong	W. C. Passmore	TUES., 8th June at 2 p.m.
Haihong	A. H. Stewart	FRI., 11th June at 2 p.m.
Haihong	J. S. Thomson	TUES., 15th June at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier). For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.**NEW YORK DIRECT.**

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd. & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.
"DEUCALION" via Suez 5th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to change without notice. For Freight and particulars apply to

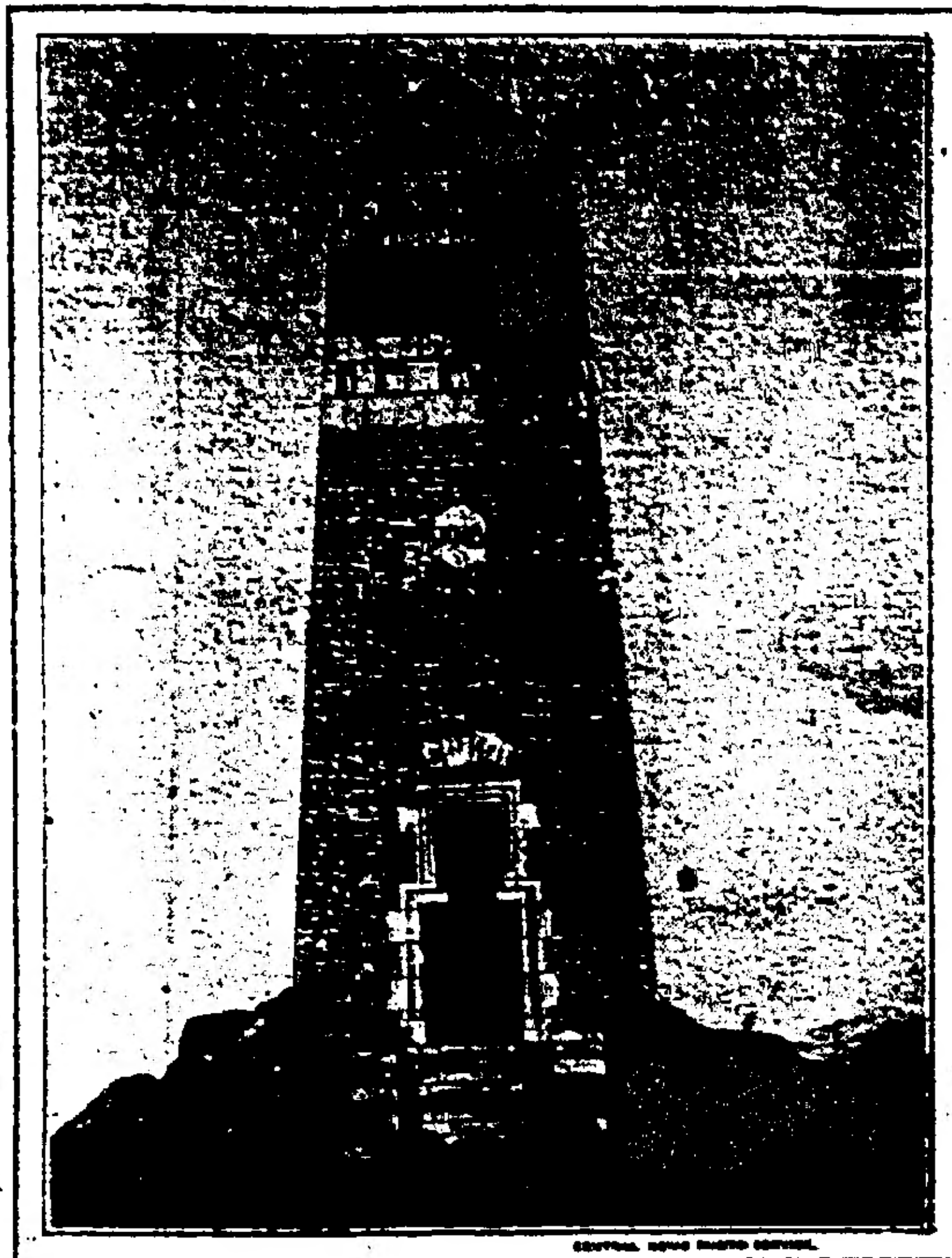
BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON REISS & CO. CANTON.**SHIPPING.****VESSELS ARRIVED.**The s.s. **NINGPO** from Bangkok and Hoihow delivered here on Friday afternoon 1,056 tons of general cargo for the Colony.—Mooring, C 19.The **CHANGCHOW** from Singapore brought on Friday evening 2,300 tons of coal for Canton.—Mooring, C 19.The **P. & O.'s KILDONAN CASTLE** arrived on Saturday from Bombay with 870 bales of twist and 50 cases of opium for the North and 400 tons of general merchandise for Hongkong. She had on board 29 first-class, and 11 deck passengers.—Mooring, Kowloon Wharf.From Fremantle the s.s. **AMHERST** (Capt. Thos. Jones) brought on Saturday 291 tons of sandalwood.—Mooring, B 31.The Norwegian vessel **SELUN** came in on Saturday from Wakamatsu with 1,865 tons of coal for Hongkong.The N. Y. K.'s **MEICHI MARU** also came in on Saturday with 452 tons of cotton twist for Japan.—Mooring, Kowloon Wharf.From Keelung the s.s. **KAMUI MARU** consigned here on Saturday 2,220 tons of coal. She is chartered by the Mitsui Bussan Kaisha.Five hundred tons of salt were delivered here on Saturday from Sams Bay by the **HOK CANTON**.—Mooring, C 37.The **YUE YING WA** arrived on Friday evening with 1,500 tons of rice for Canton from Wuhu.—Mooring, B 9.The Japanese vessel **CHOYO MARU** belonging to the T. K. K. brought from Saigon on Friday 4,309 tons of rice for through ports.—Mooring, B 24.**MOVEMENTS OF STEAMERS.**The N. Y. K. s.s. **TOYAMA M.** (Hamburg Line) left Antwerp for this port via Suez on the 16th May, and is expected here on the 27th June.The N. Y. K. s.s. **ATSUTA M.** (European Line) left London for this port via Suez on the 22nd May and is expected here on the 30th June.The N. Y. K. s.s. **FUSHIMI MARU** (American Line) left Kobe for this port via Nagasaki, Shanghai and Manila, on the 26th May and is expected here on the 7th June.The N. Y. K. s.s. **SHINRYN MARU** (Calcutta Line) left Calcutta for this port via Rangoon & Singapore on the 24th May and is expected here on the 12th June.The N. Y. K. s.s. **AKITA M.** (Hamburg Line) left Rotterdam for this port via Suez on the 24th May and is expected here on the 5th July.The P. M. Co. s.s. **ECUADOR** left Shanghai on May 23rd for Manila, and may be expected here on or about Wednesday 9th June.The N. Y. K. s.s. **KITANO M.** (European Line) left Kobe for this port via Moji & Shanghai, on the 1st June, and is expected here on the 19th June.The N. Y. K. s.s. **SHIN-I M.** (Bombay Line) left Bombay for this port direct on the 2nd June, and is expected here on the 19th June.The N. Y. K. s.s. **KIMI M.** (Bombay Line) left Bombay for this port direct on the 2nd June, and is expected here on the 20th June.The N. Y. K. s.s. **SHINGO M.** (Calcutta Line) left Moji for this port on the 4th June, and is expected here on the 9th June.The N. Y. K. s.s. **BOMBAY M.** (Bombay Line) left Moji for this port on the 4th June, and is expected here on the 9th June.The N. Y. K. s.s. **NIKKO M.** (Australian Line) left Sydney for this port via Manila on the 3rd June, and is expected here on the 23rd June.The s.s. **METHVEN** left Vancouver for Hongkong, via Japan ports, Shanghai on the 30th May, and is due here on or about the 23rd June.The T. K. K. s.s. **SHINYO M.** arrived at Manila on the evening of the 4th instant, and will leave on the 6th instant, bringing cargo to

TO-DAY'S PICTURES.



PICKETING AT BRITISH EMBASSY.

Photo shows two women being arrested for picketing outside the British Embassy in Washington.



WAR MONUMENT IN SCOTLAND.

This striking monument has just been completed at Port Charlotte, Scotland, in memory of the American soldiers who lost their lives in the transport disaster during the war.



WANT A "DRY" JAPAN.

Speakers at a Prohibition demonstration in Japan.



Laurette Taylor ("Pey O' My Heart") with her husband, Mr. J. Hagley Manners, bound for London, where she is to play in "One Night in Rome" at the Garrick.



GENERAL NAGOAKA.

who is on a visit to America to study aviation developments.



AFTER MANY YEARS.

German newspapers are again being sold in the streets of London.



MURDERED LORD MAYOR.

Photo of the Lord Mayor of Cork (Alderman Mac Curtain), with his family. He was recently murdered by masked assassins.

DOINGS OF THE DUFFS

Things Have Got to Look Right When Helen's Mother Arrives—

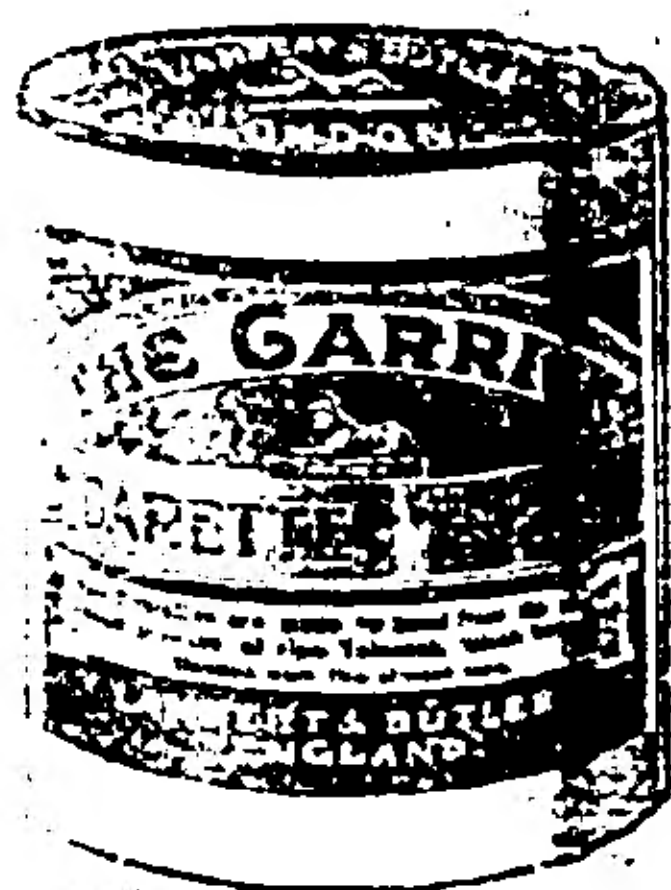
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THE "GARRICK" CIGARETTES.

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"GARRICK" CIGARETTES are manufactured from the FINEST
MATURED VIRGINIA LEAF, and therefore a delight to the heavy smoker
without the slightest fear of any disagreeable after effects.

This advertisement is issued by British American Tobacco Co. (China) Ltd.

POST OFFICE.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 4 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Japan, Shanghai and Manila—Per FUSHIMI M., 8th June.
Europe via Negapatam—Per FOOKSANG, 8th June.
U.S.A., Japan and Manila—Per SHINYO M., 8th June.
Japan—Per BOMBAY M., 9th June.
Japan—Per SHINGO M., 9th June.
Straits, Penang and India—Per PENANG M., 9th June.
Shanghai and Japan—Per KITANO M., 10th June.
Straits & Calcutta—Per SHIMYU, 12th June.

OUTWARD MAILS.

Formosa via Keelung—Per HEIWA MARU, 8th June, 8 a.m.
Amoy & Shanghai North China—Per SHANTUNG, 8th June, 9 a.m.
Swatow and Bangkok—Per CHENG TU, 8th June, 9 a.m.
Shanghai, North China, Japan via Moji, Canada, United States, Central & S. America & EUROPE VIA VANCOUVER—Per MONTEAGLE, 8th June, Reg. 9.15 a.m. Letters 10 a.m.
Philippine Islands, Japan via Moji, Canada, United States, Central & South America & EUROPE VIA VICTORIA—Per CHICAGO M., 8th June, Reg. 9.15 a.m. Letters 10 a.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt & EUROPE VIA SUZUKI—Per TERESIAS, 8th June, Reg. 9.45 a.m. Letters 10.30 a.m.

The Parcel Mail will be closed on Monday, 7th June, at 5 p.m.

Swatow, Amoy & Fuchow—Per HAIHONG, 8th June, 1 p.m.
Philippine Islands—Per NINGPO, 8th June, 3 p.m.
Swatow, Shanghai & North China—Per CHOYSANG, 8th June, 5 p.m.

WEDNESDAY, 9TH JUNE.

Fort Bayard, Hoihow and Hainan—Per HANOI, 9th June, 4 p.m.

THURSDAY, 10TH JUNE.

Shanghai and North China—Per SINKIANG, 10th June, 11 a.m.

FRIDAY, 11TH JUNE.

Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt & EUROPE VIA MARSEILLES—Per KITANO M., 11th June, Reg. 9.45 a.m. Letters 10.30 a.m.

Swatow, Amoy & Fuchow—Per HAICHING, 11th June, 1 p.m.
Philippine Islands—Per LOONGSANG, 11th June, 2 p.m.

SATURDAY, 12TH JUNE.

Shanghai and North China—Per YINGCHOW, 12th June, 3 p.m.

TUESDAY, 15TH JUNE.

Shanghai, N. China, Japan via Nagasaki, Canada, United States, Central and South America and EUROPE VIA VICTORIA—Per FUSHIMI MARU, 15th June, Reg. 8.45 a.m. Letters 9.30 a.m.

Swatow, Amoy & Fuchow—Per HAILONG, 15th June, 1 p.m.
Amoy, Shanghai & North China—Per ICHANG, 15th June, 2 p.m.

FRIDAY, 18TH JUNE.

Shanghai, North China & Japan—Per IYO MARU, 18th June, 10 a.m.

WEDNESDAY, 23RD JUNE.

Philippine Islands, Australia & New Zealand via Thursday Is.—Per TANGO MARU, 23rd June, Reg. 8.45 a.m. Letters 9.30 a.m.

WEATHER REPORT.

June 1st to 6th. No rain from Japan and Vindictive; those from the Philippines are incomplete. Pressure has increased slightly to mid-range at the end of the week, but it is still relatively low over the China Sea. A depression is approaching the Gulf of Pechili from the west.

Hongkong Rainfall for the 24 hours ending at 11 a.m. to-day, 0.0 inch. Total since January 1st, 32.15 inches, against an average of 26.94 inches.

FORECAST FOR THE 24 HOURS ENDING AT 11 P.M. TO-MORROW.

District. Forecast.

1 Hongkong to Gap Rock. Wind, S.E. & E. light to moderate; fair.

Formosa Channel. No likely or variable wind; moderate.

2 South coast of China (between H.K. and Lamco) as No. 1.

3 South coast of China (between H.K. and Hainan) as No. 1.

C. W. JEFFRIES, Director.

Hongkong Observatory, June 7, 1920.

METEOROLOGICAL.

Previous.

Day On date On date.

at 5 p.m. at 5 p.m. at 5 p.m.

29.70 29.71 29.72

Barometer

Temperature

Humidity

Wind Direction

Force

Weather

Rain

Notes open air temperature on the 6th 83

Lowest

H.K. Observatory, June 7, 1920.

C. W. JEFFRIES, Director.

FRIDAY, 25TH JUNE.

Japan via Nagasaki—Per NIKKO M., 25th June, 10 a.m.

Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt & EUROPE VIA MARSEILLES—Per INABA M., 25th June, Reg. 9.45 a.m. Letters 10.30 a.m.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES.

Banks.

H.K. & S. Banks a. 625

Marine Insurance.

Cantons sa. 400

North China n. 160

Union sa. 174

Yangtze n. 225

Far Eastern n. 175

Fire Insurance.

China Fires n. 124

H. K. Fires n. 300

Shipping.

Douglases b. 82 sa. 811

H.K. Steamboats a. 24

Indos (Prof.) n. 13

Indos (Def.) L. R. n. 195

Shells b. 200 sa. 205

Ferries n. 231

Refineries.

Sugars n. 236

Malabons b. 51

Mining.

Kailans b. 100

Langkats b. 16

Shanghai Loans b. 1

Shai Explorations b. 35 sa. 40

Rauhe b. 27

Tronohs b. 35 sa. 40

Ural Caspians b. 27

Docks, Wharves, Godowns, &c.

H.K. Wharves b. 65

K. Docks b. 150 sa. 152

Shai Docks n. 130

N. Engineerings n. 126

Lands, Hotels & Buildings.

Centrals b. 106

H.K. Hotels b. 135

L. Invest. n. 115

H. Phreys Est. b. 7

K. Loan Lands b. 40

L. Reclamations n. 140

West Points b. 51

Cotton Mills.

Ewos n. 1,627

Kung Yike n. 1,64

Lau Kung Mow n. 1,240

Oriental n. 1,350

Shai Cottons n. 1,45

Yangtzeopos n. 1,45

Miscellaneous.

Cements n. 7

China Burners n. 7

Do. Light old b. 84 new b. 64

China Providents b. 7

Dairy Farms b. 234

Electric H.K. b. 174

Electric Macao n. 33

Hongkong Ropes sa. 23

Hk. Tramways b. 7

Peak Trams, old b. 539

Do. new b. 70

Steam Laundries b. 41

Steel Foundries n. 10

Water-works b. 124

Watsons b. 590

Wm. Powell n. 13

Wismans b. 35

Hongkong, June 7, 1920

TIDE TABLE.

7th to 13th June 1920.

Time	High Water	Low Water	Time	High Water	Low Water
Mon. 7	2.15	4.0	Mon. 14	2.15	4.0
Tue. 8	3.11	4.7	Tue. 15	3.11	4.7
Wed. 9	3.51	5.3	Wed. 16	3.51	5.3
Thur. 10	4.29	5.9	Thur. 17	4.29	5.9
Fri. 11	5.0	6.5	Fri. 18	5.0	6.5
Sat. 12	5.49	7.1	Sat. 19	5.49	7.1
Sun. 13	6.15	7.7	Sun. 20	6.15	7.7

m morning, a afternoon.

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JUNE 5th to 7th, 1920.

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